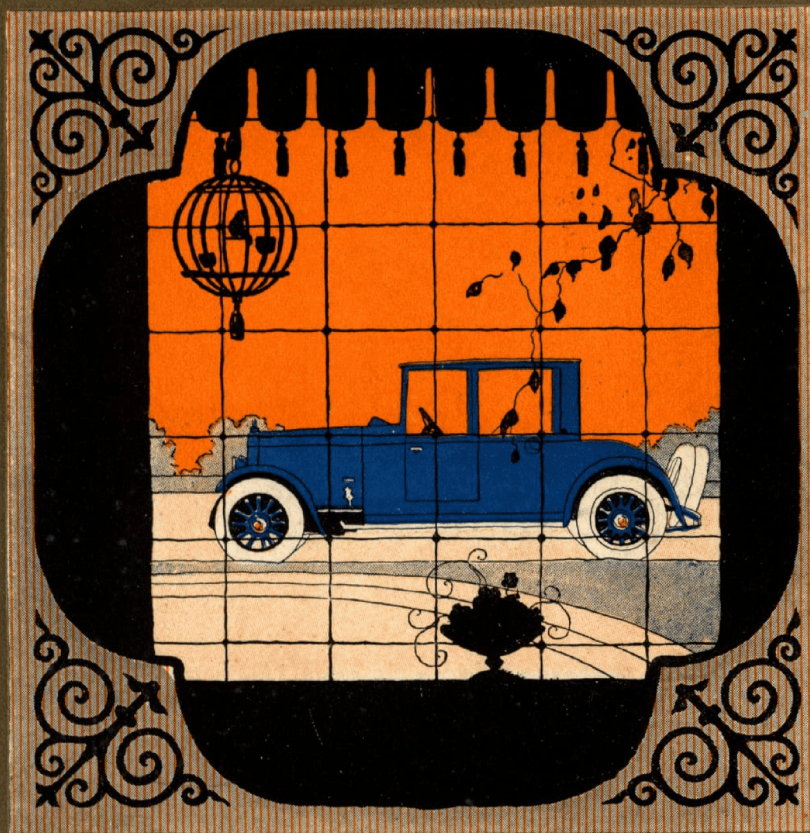




The
NATIONAL SEXTET
Four Passenger
COUPE



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Advanced Style, Gained Through a New Method of Body Mounting

OF all cars, the coupe affords the designer freest opportunity for the full expression of his craft. And when they came to build the coupe body, National designers approached the task with a rare zest. For an inspiration to achieve the very utmost in beauty of line was given them by the new and advanced method of body mounting, common to all National models, but unduplicated in any other make of car—foreign or American.

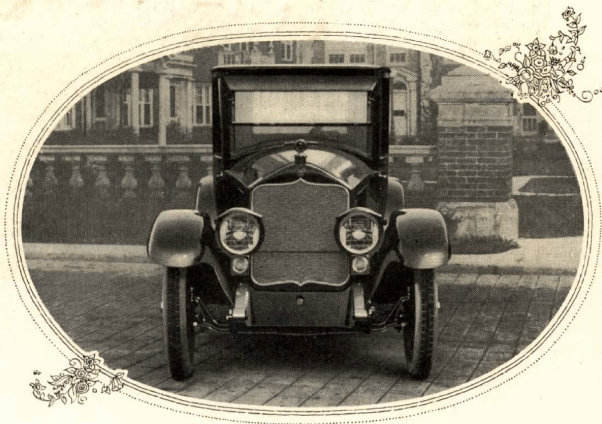
By this new method the sides of the body have been dropped $3\frac{1}{8}$ inches closer to the ground, very nearly to the running board, in fact, and the unusually low effect, so pleasingly evident in the costliest of European cars, has been secured without the sacrifice of road clearance. At the same time, the strength and solidity of the construction have been greatly augmented, permanently eliminating the annoying squeaks and body noises that are so prone to develop where the older and standard method of body mounting is used.

In body building, broad, wooden planks, known as sills, furnish the foundation. Since the first automobile was built, the universal practice has been to lay these sills flat, leaving no alternative but to mount the body on top of the chassis frame. In the National Sextet the sills are laid on edge, instead of flat, for trebled strength, and rest on brackets, riveted to the chassis frame several inches below its upper edge. The body thus overlaps the chassis, instead of setting on top of it, forming the most solid and rigid support imaginable.

Moreover, under this advanced method of mounting, the floor boards rest directly on the chassis frame, enabling a material reduction in the over-all height of the coupe, without sacrifice of interior headroom.

And the high, ungainly running board apron, common to cars of conventional body construction, has been replaced by the mere suggestion of a trim and slender valance.

Head-on, the Sextet Coupe is distinctly National, the National shield being reproduced both in the radiator and in the duplex head lamps



Secrets of Sextet Style

ESSENTIALLY a man's car, the National Sextet Coupe has been designed to meet the critical requirements and to satisfy the exacting taste of the essentially correct man—the man whose taste is good, the man who knows thoroughly how to enjoy the best things in life.

The rare beauty that has been thus achieved, a beauty ennobled by dignity, and bearing unmistakably the stamp of its aristocratic origin, has caused this fine car, thought of primarily as a man's vehicle, to meet with admiring approval in feminine eyes as well.

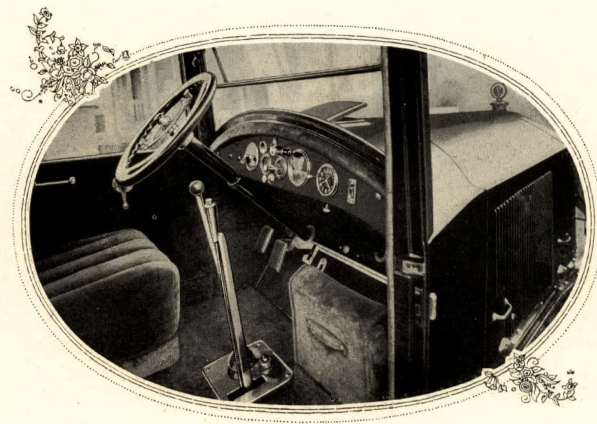
The exterior of the Sextet Coupe has been done in perfect taste. Viewed from any angle the effect is both artistic and imposing, combining grace with dignity in a measure seldom achieved heretofore.

The eye irresistibly follows the clean, arrow-straight line beginning at the radiator and flowing back, along the cowl, athwart the body sides, until it sweeps gently downward at the afterdeck in a curve harmonizing with the graceful fall of the rear fenders.

Instantly perceived, too, is the fact that the deep, smooth body sides descend, clean and straight, to within a scant two inches of the running board, where they meet the trim valance that supersedes the high and awkward conventional dust apron.

Everywhere the body lines are defined with cameo-like sharpness, yet the graceful curves of fenders, hood and cowl relieve any suggestion of severity. Extra touches of smartness and style are added by the individual front fenders and the black patent leather visor set jauntily above the windshield.

The generous wheelbase of the car permits unusual length in the hood, cowl and afterdeck, reducing the apparent bulk of the roomy superstructure and giving it a pleasingly compact appearance unusual in a car of this type. And the road-hugging lowness of the car, due primarily to the deep sides resulting



The forward outlook from the interior inspires a desire to get behind the wheel and race away down the smooth road. The exactly right length of brake and gear-shifting levers, the accessibility of all instruments and the agreeable "out-of-the-wayness" of the auxiliary seat afford satisfaction

from the new method of body mounting, is accentuated by the actual lessened height of the roof crown, which parallels the sweeping line of the body.

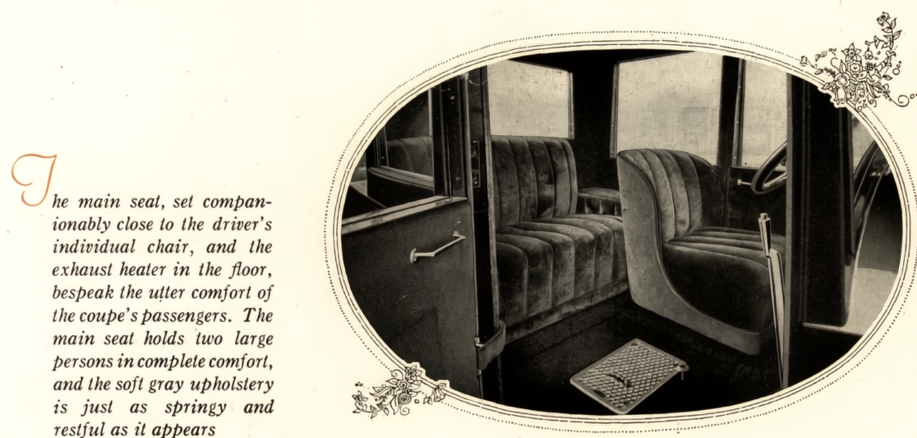
Thus, in the Sextet Coupe, comfort and roominess have been combined with an appearance of liteness, slenderness and grace that is unduplicated in any other make of closed car. And its fleetness of line is matched by a nimbleness and agility in performance, which, by reason of its poise and light weight, due to an all-aluminum body over a framework of selected hardwood, closely approaches that of the Sextet open models.

In a side view of the car, the wide, rectangular doors and unusually large, square windows are strikingly brought to attention, contributing materially to the dignity and smartness of the ensemble. A finishing touch of refined elegance is provided in the ebony and metal handles set horizontally on the doors, in harmony with the straight lines of the body.

Unmistakably National is the front view of the coupe, with its distinctive radiator design, attractively reproduced in the twin headlamps of black and nickel. Here the full effect of the high-crowned fenders is seen, and the high, tapering contour of hood and cowl.

At the rear of the coupe, the graceful harmony of straight lines and agreeable curves is continued. The roof slopes gently to the sides, which fall steeply, yielding only when they drop beneath the seat level. The narrowing afterdeck curves smartly downward until it merges smoothly into the sheet steel apron that conceals the gasoline tank. The strapless tire carrier is a final touch to complete the clean-cut orderliness of the carriage.

The quality of the finish that is rightly expected in such a car as the National Sextet Coupe requires twenty-four major operations—each painstakingly performed by skilled specialists. The deep, flawless finish thus imparted is of metallic hardness, yet sufficiently elastic to meet varying climatic conditions, giving unusually long life. Not only the body, but the hood, is finished in this careful manner. Color options are National blue, gray or green, with radiator, fenders and running gear enameled black.



The main seat, set companionably close to the driver's individual chair, and the exhaust heater in the floor, bespeak the utter comfort of the coupe's passengers. The main seat holds two large persons in complete comfort, and the soft gray upholstery is just as springy and restful as it appears

Smartness of Appointment

QUIETLY elegant and correct in every detail of its appointment, the interior of the Sextet Coupe breathes an atmosphere of rare luxury and charm. At the same time full weight has been given to practical considerations, with ever an eye to the varied capacity for service demanded in a car of this type.

Thus, in the Sextet Coupe, beauty and utility have been combined in equal measure, yet with such artful endeavor that the latter quality is concealed. Unobtrusively practical, the dominant note of the car is one of beauty, overshadowing all else.

As befits a car of such a wide and varied range of uses, choice of upholstery is properly left to the owner, either of two rich textiles being available, with trimmings to match. The richer of these is heavy, striped gray velour, thick-napped and caressingly soft. Where the coupe is to be subjected to unusually hard service, a special quality of striped gray automobile cloth may be specified.

Side walls and ceiling are lined with the same material as that used for upholstery. The quietly perfect color scheme is completed by the use of a heavy, gray wool carpet on the floor. The toe boards are covered with heavy gray linoleum bound with wide aluminum moulding to withstand the extra wear that this part of the car receives. Roll curtains of striped gray silk heighten the rich elegance of the interior.

Complementing the upholstery, carpeting and hangings of gray, are silvered and nickeled fittings, including all metal parts, such as dash instruments, ferrules, levers and locks.

The dome light is octagonal, silver finished, and fitted with a lens of crystal glass for soft, mellow illumination. Both the dome light and the bullet step light, set in the side of the car just underneath the door, are controlled by a nickeled switch on the dash.



The ease with which the auxiliary chair is lifted into position, and its substantial construction are shown here. Noteworthy also is the scientifically correct position of the driver's seat—levers close at hand so that they may be operated without change of posture

In back of the driver's seat there is a lid-fitted compartment of large size for the storage of wraps, hats or other articles of wearing apparel. Physicians find this compartment especially useful for carrying needed equipment for professional calls.

For the extremely fastidious there is a silk pocket in the right door that is a source of daily convenience in carrying veils, gloves, and other small articles. This pocket is held-in at the top by elastic, and concealed by large flap.

No matter what the season or the weather, the temperature of the interior is as easily controlled as the temperature of your home. Warmth, sunshine and fresh air can be enjoyed as you travel. A nicked exhaust heater is installed in the floor, and a hooded ventilator, with dash control, is built into the cowl. The door and side windows may be raised or lowered to any desired height by means of silver-finished mechanical controllers that lock automatically.

The windows, it should be noted, are of unusual size, completely flooding the interior with light and affording perfect vision without change of position.

Another and extremely useful feature of the Sextet Coupe is found in the Yale-locked storage compartment in the afterdeck, which is of sufficient size to accommodate two suitcases, kit bags or a complete assortment of golf clubs. The lid of this compartment is held securely in place by nicked toggle fasteners, eliminating rattle.

Every provision has been made for the ease and convenience of the owner-driver. The walnut instrument board is clean and compact, with ignition and lighting switches, speedometer, ammeter, oil gauge, electric primer button and Waltham jewel clock located for the ease of busy hand and eye. All instruments are finished in nickel and illuminated by a dash light.

The emergency brake and gear-shifting levers are unusually long and operated without change of posture. Brake and clutch pedals yield easily to pressure and are fitted with corrugated rubber pads to prevent slipping.

In this interior view, which shows the window-lifter and how it operates, one cannot help observing also the comfortable and companionable roominess of the Sextet Coupe, nor the beauty of the upholstery and the care given to the interior appointments



Four Ride in Comfort

THE term "four-passenger," as applied to the National Sextet Coupe, is subject to strictest interpretation. The car is that and nothing less, and what is more to the point, all four ride without crowding or cramping, including the extra passenger.

Though exceptionally slender and compact because of the over-shadowing length of the body, on a wheelbase of 130 inches, the enclosure of the Sextet Coupe is notable for its generosity of room.

The driver's seat is individual, set comfortably in advance of the main seat for two passengers. And the fourth passenger drops snugly into place beside the driver, facing forward, when the auxiliary seat is lifted from its concealment underneath the cowl.

All seats in the National Sextet Coupe are built well below the level of the windows, giving a delightful feeling of security. They are tilted backward, as well, at just the right angle for lounging comfort, and match in restful ease that favorite overstuffed chair of yours at home.

The cushions are wide and deep, upholstered in the finest of textiles and stuffed with genuine curled hair. Permanency of shape is assured by the use of double non-sag springs.

The wide, spacious doors on either side and the low running boards contribute to ease of entrance and exit for both driver and passengers, without interfering or changing seats.

And although the National Sextet Coupe is a long, roomy car, it is turned without gear-shifting maneuver in a 40-foot street and is handled with utmost ease in the crush of city traffic.



At the left side of the main seat is a convenient storage cabinet for the keeping of small articles of value that drivers and passengers almost invariably carry with them. Note the rectangular rear and side windows and glass door panel

No matter how far you ride or how rough the road may be, the National Sextet Coupe is ever mindful of your comfort. With an unusually low center of gravity, due to the new method of body mounting and underslung rear springs, and with its adequate weight of 3650 pounds nicely distributed, the Sextet rolls merrily along without jolt or side sway, even when the engine's full power is unleashed.

A vital source of this riding comfort is the semi-elliptic springs, all around. They are strong, flexible and extra long, measuring 38 and 60 $\frac{1}{4}$ inches respectively, and their cushioning power is materially augmented by the use of heavy Hartford shock absorbers, front and rear.

You will be proud to sit behind the wheel of the National Sextet Coupe, for there you will be master of a power that is alive and abundant, instantly responsive yet quietly unobtrusive.

Or you may lounge with exceeding comfort and satisfaction in the low, deep seats secure in the knowledge that your car is smart, swift and sound.

And wherever you drive or wherever you may park, the National Sextet Coupe will attract admiring eyes and stamp you as a person of impeccable taste.

For in the low, road-hugging, luxurious National Sextet Coupe is that individuality and smartness that suits all the formal and informal occasions for which a car of this type is a necessity.

And for the ordinary pursuits of business or pleasure, including as well the cross-country trip or vacation tour, the year 'round comfort and utility of the Sextet Coupe, its perfect adaptability to all weather conditions, will commend it with overwhelming insistence to those who desire the utmost in comfortable, dependable transportation from one year's end to the other.

The afterdeck contains a lock-fitted storage compartment that is of real value to the owner of the coupe. Ample space is provided here for luggage and golf bags and other touring necessities, protected from theft by a Yale lock



Little Things That Count

MECHANICALLY, the Sextet Coupe is unerringly dependable, as all National cars ever have been. And the equipment includes many items that usually are listed as "extras," establishing an unusually high standard of completeness for fine automobiles.

The radiator is topped by a Motometer. The patent leather visor affords welcome shade in summer and in winter helps to keep the windshield clear of rain and snow. And an inconspicuous windshield cleaner is within handy reach of the driver. Automobile thieves are foiled by the theft lock on the transmission, operated by the same key as that used for the lighting and ignition switch. Similar provision is made for the protection of spare tires, rigidly mounted on heavy irons fitted with a Yale lock.

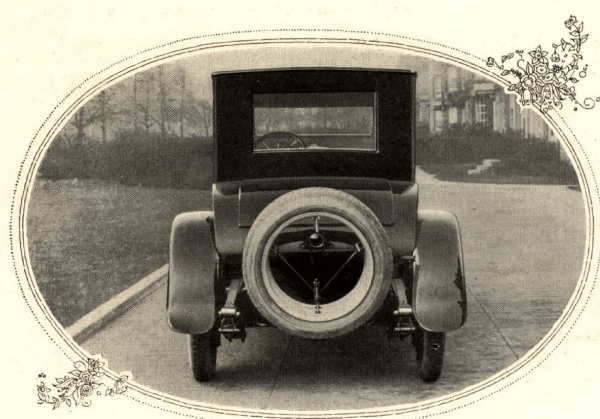
The engine-driven tire pump is mounted on the transmission, and is readily connected without raising either hood or floor boards.

The main driving lamps are fitted with non-glare lenses, and the integral auxiliary lamps, underneath, for city use have bulbs of lesser intensity. For night adjustment, there is a lamp underneath the hood which illuminates the right side of the engine, where all the accessories are conveniently grouped.

Guttered mouldings along the edges of the top on either side carry off water in rainy weather and prevent seepage into the interior at the doors and windows even in the heaviest downpour.

On the heel board of the main seat is the emergency gasoline valve, which, when opened, affords a reserve supply of 1 $\frac{1}{2}$ gallons, sufficient for a run of from fifteen to twenty miles. The emergency tank is automatically first to be filled, requiring no attention.

Cord tires also are standard equipment. The reason for their adoption seems most obvious, since they have the quality rating and represent that extra value which characterizes the National Sextet Coupe in every detail, large and small.



From all angles, and by no means least from the rear, the Sextet Coupe is a carriage of distinguished appearance. Free from trappings, the afterdeck, the strapless tire-carrier and the concealed gasoline tank give a neatness that is characteristic of the ensemble

Specifications — 4-Passenger Coupe

FRAME—Rigid and most substantial solid post construction of selected kiln-dried hardwood, with half and half joints, carefully glued and screwed together, braced and reinforced throughout with drop forged body irons. Will withstand severest usage without springing out of line or opening at corners.

TOP—Light but substantial construction mounted on hardwood bows and securely braced at corners. Fitted with drip mouldings at sides. Top is but slightly domed, contributing to low appearance of car.

SILLS—Solid hardwood, mounted on edge instead of laid flat, giving three times the strength with considerably less weight than the ordinary construction. Body held permanently rigid, eliminating squeaks and rattles.

MOUNTING—On brackets riveted to outside of chassis frame, lowering body sides to within two inches of running boards, and eliminating the conventional high running board apron. Floor boards rest directly on frame, achieving greatest possible economy in height both inside and out.

SEATHING—Twenty-gauge aluminum, seamlessly welded and carefully fitted to frame, eliminating rumble common to large sheet steel panels. Reduction in weight materially adds to performance and fuel economy, giving practical equality with open models in this respect.

DOORS—On each side, with wide opening, giving ready entrance and exit both for driver and passengers. Of utmost solidity, with substantial hardwood posts, and frame securely braced and reinforced. Rattle-proof, fitted with rubber and aluminum stop.

DOOR POCKETS—Expanding flap-covered pocket of gray striped silk in right door for carrying of veils, gloves, or other small articles.

HINGES—Invisible hinges at top, external French hinges at bottom, swinging door in vertical position when open.

LOCKS—Ebony and nickel bar handles outside, easily operated, and inside lever release.

WINDOWS—Heavy plate glass in doors, sides and rear; square construction of unusual size gives maximum light and range of vision.

CURTAINS—Side and rear windows fitted with roll curtains of striped gray silk.

LIFTERS—Glass in doors and side windows easily raised and lowered by ornamental silver finished cranks automatically locking at any desired position.

WINDSHIELD—Built-in rain vision windshield of heavy plate glass, lower half fixed, upper half movable.

VISOR—Smart patent leather visor buttoned to upper edge of body and to ornamental black enameled supporting members at sides protects windshield from rain and adds extra touch of refinement.

WINDSHIELD CLEANER—Pivoted squeegee windshield cleaner mounted on upper half of windshield within easy reach of driver.

VENTILATOR—Hooded ventilator on top of cowl operated by nicked thumb screw above dash.

HOOD—Twenty-gauge steel, high and narrow construction, with flat tapering edge and high, narrow louvers in each side. Invisible hinges, no rivets.

HOOD FASTENERS—Substantial automatic spring fasteners with nicked bar handles, locking securely yet easy to manipulate.

RADIATOR—Distinctive National design, black enameled, with hexagonal cells, painted white, unusually handsome in appearance.

LAMPS—Special black enameled and nickel trimmed lamps conforming to radiator design, with integral auxiliary lamps underneath for city driving. Fitted with non-glare lenses and mounted on individual standards securely bolted to frame.

FENDERS—Deeply domed, wide fenders of heavy sheet steel with high crown, rigidly mounted on heavy steel brackets and bolted in place. Rattle-proof construction.

FRONT FENDERS—Individual, closely hugging wheel and separated from running board by space of ten inches. Steel bar, running from one fender to the other provides extra rigidity.

RUNNING BOARDS—Three-piece construction—shrink and warp proof—covered with heavy, gray linoleum, bound at edges with wide aluminum moulding.

FOOT SCRAPER—Wide aluminum foot scraper at forward edge of running boards.

BRACKETS—Four pressed steel brackets riveted to frame, with running boards bolted in place. Extremely rigid construction.

VALANCE—Black enameled twenty-gauge steel, bolted to frame and running boards. Visible height approximately two inches.

FRONT APRON—Deep splash apron of heavy sheet steel, black enameled, protects radiator from water and mud. Opening for starting crank sealed with black enameled cap.

REAR APRON—Black enameled 20-gauge steel, concealing gasoline tank from view. Opening in apron with sliding cover discloses capacity gauge on tank.

FLOOR BOARDS—Solid hardwood. Front floor boards removable, giving access to battery and transmission. Toe boards covered with heavy gray linoleum, bound at edges with wide aluminum moulding; held in place by nicked studs and half nuts, preventing rattles. Hand hole with pressed steel cover gives access to tire pump connection.

SEATS—Wide and deep, tilted slightly backward to allow body to assume natural reclining position. Storage space underneath driver's seat and rear seat for tools, etc.

UPHOLSTERY—Double non-sag cushion springs of finely tempered steel, giving unusual riding comfort, covered with heavy gray striped velour or automobile cloth, stuffed with genuine curled hair.

AUXILIARY SEATS—Rigid and substantial folding seat, facing forward, covered with heavy striped gray velour or automobile cloth, and disappearing underneath cowl when not in use. Instantly raised and lowered.

DIMENSIONS, INCLUDING UPHOLSTERY—Width of driver's seat, 18 inches. Depth of driver's seat, 19 inches. Height of driver's seat, 14 inches. Width of rear seat, 34 inches. Depth of rear seat, 21 inches. Height of rear seat, 14 inches.

INTERIOR TRIMMING—Walls, ceiling and upholstery lined in rich, heavy striped gray velour or automobile cloth. Floor covered with heavy gray wool carpet, also used for lining cowl. Pocket for emergency starting crank in cowl lining on right-hand side.

INSTRUMENT BOARD—Finished in walnut, with nicked instruments, illuminated by dash light—70-mile-an-hour magnetic speedometer, driven from transmission, Yale-locked electric switch, tonneau light switch, Waltham clock, ammeter, oil gauge, carburetor adjustment and electric primer button.

CONTROL LEVERS—Nickel levers of unusual length, 23 inches, manipulated without changing position.

STEERING WHEEL—Walnut, 18-inch diameter, corrugated inside, with aluminum spider and black enameled steering column, surmounted by horn button of vulcanized rubber.

CONTROL PEDALS—Clutch and brake pedals black enameled, with rubber foot pads. Accelerator, starter and muffler cut-out buttons conveniently located.

THEFT LOCK—At foot of control levers on transmission. Key operating theft lock also operates electric switch on dash.

EMERGENCY GASOLINE VALVE—On front of rear seat giving 1½ gallons extra gasoline supply when main tank is empty.

INTERIOR LIGHTS—Octagonal silver finished dome light and bullet step light with crystal glass lenses, controlled by nickel-plated switch on dash.

HEATER—Perfection nickel-plated exhaust heater in floor.

STORAGE CABINET—Capacious lid-fitted compartment, 23 inches long, 10 inches wide and 11 inches deep, for hats, gloves and other articles in back of the driver's seat.

AFTERDECK STORAGE—Yale-locked compartment 42 inches wide, 30 inches deep and 16 inches high in afterdeck for carrying of suitcases, golf clubs, etc. Lid securely held by nicked toggle fasteners when closed.

COLORS—Body and hood painted National gray, blue or green.

PAINTING—Special coach finish, applied in twenty-four operations.

WHEELS—Selected close-grained hickory, painted to match body, with aluminum hub caps.

ENAMELING—Fenders, running board valance, front and rear splash aprons and lamps black enameled.

EQUIPMENT—Standard equipment includes, in addition to items mentioned above, Motometer, power-driven tire pump, mounted on transmission, large size electric horn, Hartford shock absorbers front and rear, motor light under hood, double tire carrier with Yale lock, extra demountable rim, cord tires, muffler cut-out, and full set of tools, including improved screw jack.

We reserve the right to make changes in construction and equipment as we see fit at any time, without obligation to make corresponding changes on cars previously sold or shipped.

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